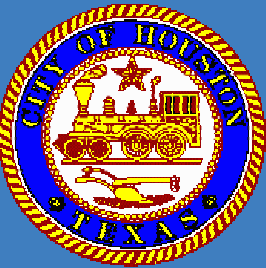


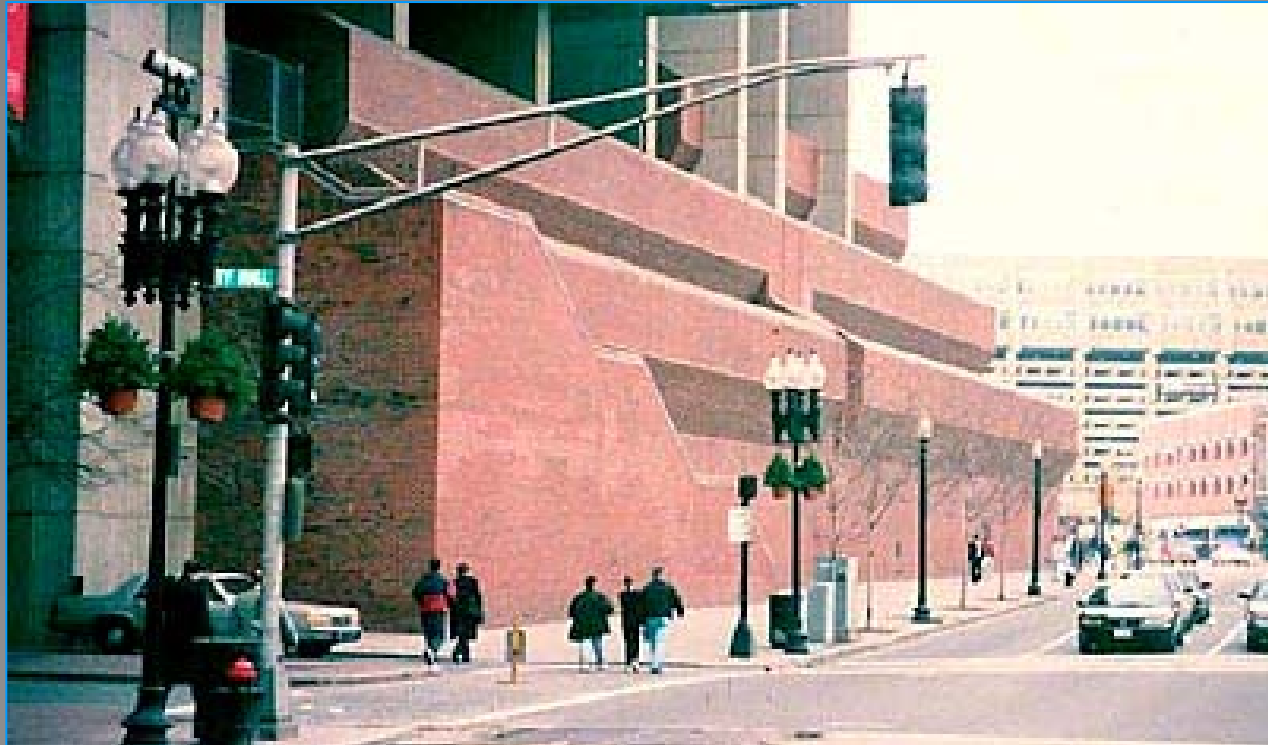
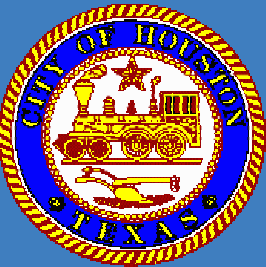
TOD Strategies

- Make connections to the surrounding community, inviting area residents as well as visitors to the area



TOD Strategies

- **DESIGN is IMPORTANT!**
Density alone won't always change travel behavior or create a desirable area



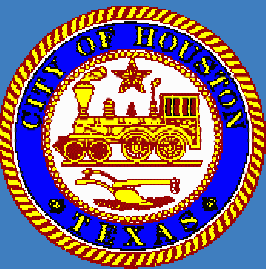
TOD Strategies

- Emphasize walkable design and scale ...
safe, convenient, attractive



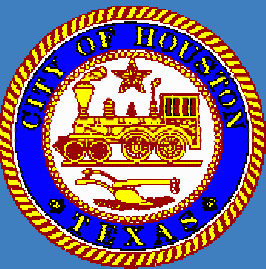
TOD Strategies

- Encourage development of practical destinations



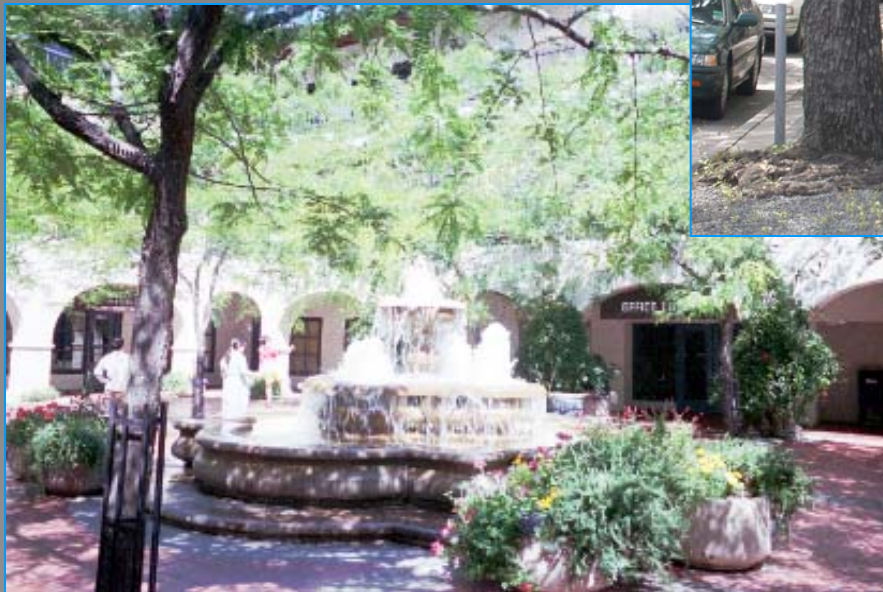
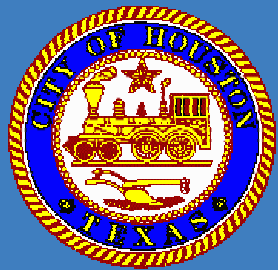
TOD Strategies

- Focus on PEOPLE ...
human scale, pleasant and
interesting environments



TOD Strategies

- And in Texas ... Keep it Cool!
(trees, shade, awnings, water features)





TOD Strategies

- Treat streets as public amenities







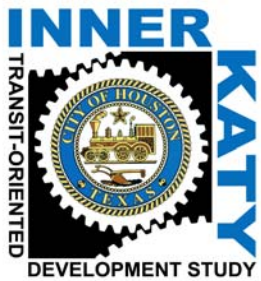


Developed by Steve Price
in association w/ Dover Kohl & Partners
& Glatting Jackson
for Johnson City Tennessee

TOD Strategies

- Private investment
- Public improvements
- Public/private partnerships



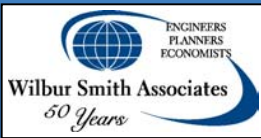
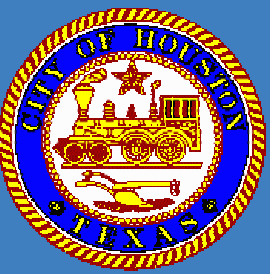


Inner Katy Transit-Oriented Development Study

**Town Hall
Meeting**
October 16, 2002



in professional association with
Fregonese Calthorpe Associates
TIP Development Strategies, Inc.
LKC Consulting Services, Inc.
Webb Architects





INNER TRANSIT-ORIENTED KATY DEVELOPMENT STUDY

Purpose of this Town Hall Meeting

- Overview the study process and identify its participants
- Define TOD, its benefits, and how it applies to the Inner Katy area
- Discuss the alternative alignments and transit modes considered
- Inform residents and other area stakeholders of the study outcomes and opportunities
- Identify the “next steps” in the study process

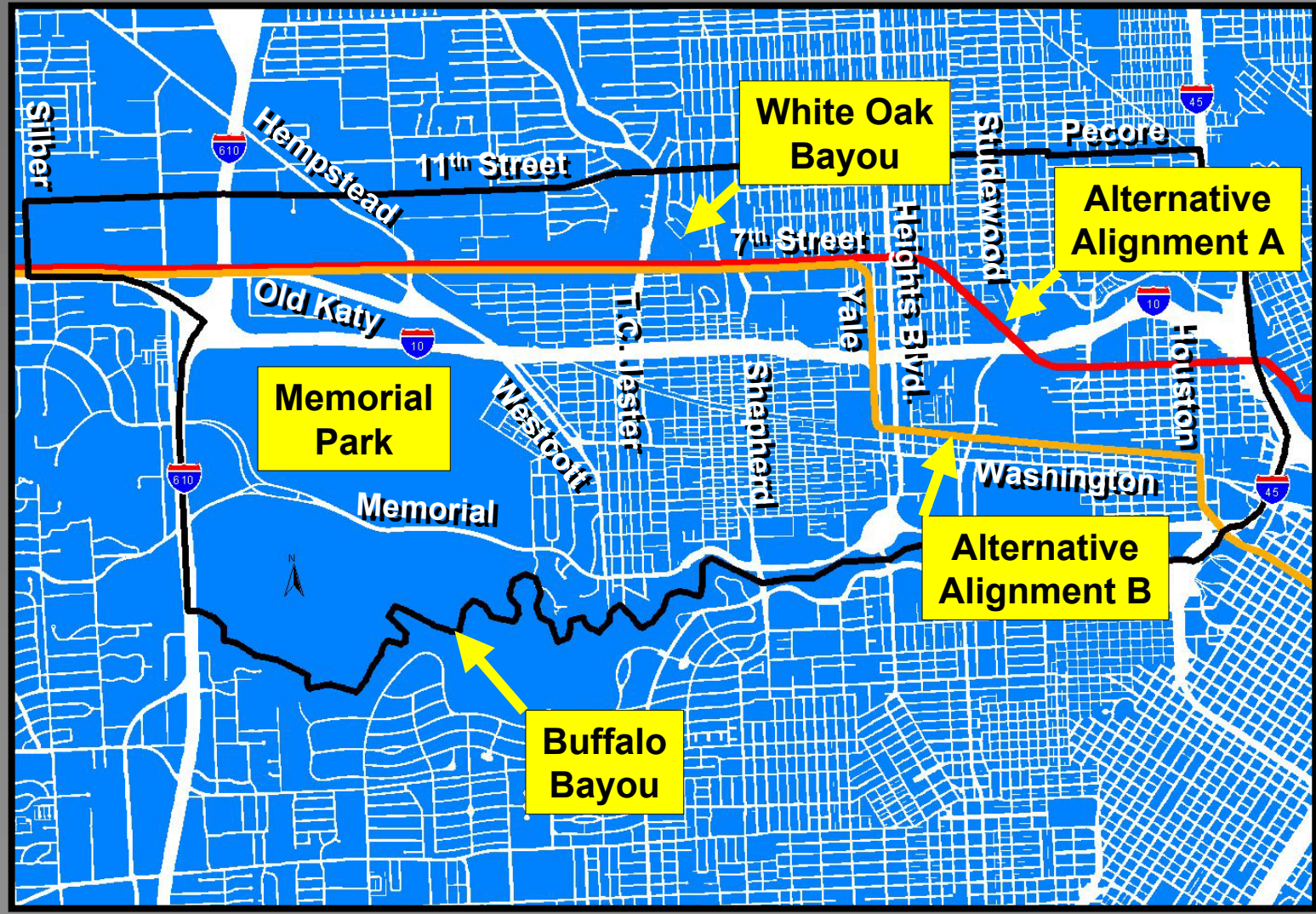


Purpose of TOD Study

- Gauge feasibility and means to introduce high-capacity transit
- Shape development/redevelopment outcomes to maximize economic benefit, spur new investment and enhance the residential/business setting
- Serve as a “first step” toward more detailed feasibility/environmental studies
- Achieve community consensus on a practical development scenario



Study Area



What is Transit-Oriented Development (TOD)?

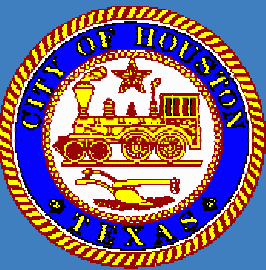
- Its purpose is to reduce single occupant vehicle (SOV) use by increasing opportunities for other modes (walking, bicycling, car/vanpooling, light rail, bus, etc.)
- Elements include:
 - ❑ Concentration of residents and employees
 - ❑ Moderate to high density development
 - ❑ Compatible, mixed uses (integrative)
 - ❑ Pedestrian-oriented and connected
 - ❑ Proximity of development to transit
 - ❑ New investment and reinvestment
 - ❑ Heightened identity
 - ❑ Enhanced public safety



What is Light Rail?

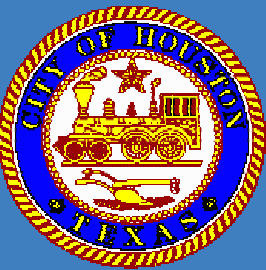
“A form of transport that allows you to travel about town smoothly, comfortably, quietly, looks great, doesn't create noxious fumes, reaches right into city center pedestrian areas, doesn't need parking, is economical to use, runs so frequently you don't need a timetable, and generally makes city life more civilized...”

- *Light Rail Transit Association*



What are the Benefits of TOD?

- Improved mobility and environmental conditions (air quality)
- More efficient pattern of use
- Less reliance on single-occupant vehicles
- Increased stock of affordable housing
- Social benefits - accessibility, “community”, etc.



TOD Illustrations

